



Snohomish County Public Works

PUBLIC NOTICE DETERMINATION OF NONSIGNIFICANCE (DNS)

PROJECT NAME: Seattle Hill Road Improvements

PROJECT NUMBER: RC 1635, UPI# 11-0005-1

COMMENTS DUE: April 29, 2013

DESCRIPTION OF PROPOSAL: Snohomish County Public Works is proposing to widen Seattle Hill Road to include a continuous center turn lane, bike lanes, raised sidewalks, planter strips and improved drainage. The section to be widened is between 35th Avenue SE and 132nd Street SE (State Route 96).

LOCATION OF PROPOSAL: This project is in southwest Snohomish County. Seattle Hill Road is adjacent to the City of Mill Creek boundary. The section of the road to be improved is in Township 27, Range 5, Section 4 and Township 28, Range 5, Section 33, W.M.

APPLICANT AND LEAD AGENCY: Snohomish County Public Works

THRESHOLD DETERMINATION: The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

The lead agency has determined that the requirements for environmental analysis, protection, and mitigation measures have been adequately addressed in the county's development regulations and comprehensive plan adopted under RCW 36.70A and in other applicable local, state, or federal laws and rules, as provided by RCW 43.21C.240 and WAC 197-11-158. Our agency will not require any additional mitigation measures under SCC 30.61.

PUBLIC COMMENT PERIOD: This Determination of Non-significance (DNS) is subject to a 21-day comment period. Written comments may be submitted by mail or e-mail to the lead agency's contact person. See name and address below. Comments must be received by 5 p.m., **April 29, 2013.**

APPEALS: This DNS may be appealed pursuant to the requirements of SCC 30.61.300 and Chapter 2.02 SCC. There is a 21-day appeal period on the DNS that commences from the date of publication of notice. Any appeal must be addressed to the County Hearing Examiner, accompanied by a filing fee of \$500, and be filed in writing at Snohomish County Public Works, 3000 Rockefeller Ave., Robert J.

Drewel Building, 2nd Floor, Customer Service Center, Everett, Washington. The appeal must be received by **5 p.m., April 29, 2013.**

The appeal must contain the items set forth in SCC 30.71.050(5). In addition, SCC 30.61.305(1) also requires that any person filing an appeal of a threshold determination made pursuant to chapter 30.61 SCC shall file with the hearing examiner, within seven days of filing the appeal, a sworn affidavit or declaration demonstrating facts and evidence, that, if proven, would demonstrate that the issuance of the threshold determination was clearly erroneous.

CONTACT PERSON: Mary Auld, Senior Planner
(425) 388-3488, extension 4510
mary.auld@snoco.org

RESPONSIBLE OFFICIAL: Steven E. Thomsen, P.E., Director
Snohomish County Public Works

ADDRESS: 3000 Rockefeller Ave., M/S 607
Everett, WA 98201-4046

Signature:  **Date:** March 29, 2013

DISCLAIMER:

The determination that an environmental impact statement does not have to be filed does not mean there will be no adverse environmental impacts. Snohomish County codes governing noise control, land use performance standards, construction and improvement of county roads, drainage control, and building practices will provide substantial mitigation of the aforementioned impacts.

The issuance of this Determination of Non-Significance (DNS) should not be interpreted as acceptance or approval of this proposal as presented. Snohomish County reserves the right to deny or approve said proposal subject to conditions if it is determined to be in the best interest of the County and/or necessary to the general health, safety, and welfare of the public to do so.

DISTRIBUTION LIST:

Federal Agencies

Muckleshoot Tribe, Stillaguamish Tribe, Tulalip Tribes, Snoqualmie Tribe

State Agencies:

Department of Ecology, Department of Fish and Wildlife, Department of Transportation, Department of Archaeology and Historic Preservation

County Departments:

Executive Office, County Council, Planning and Development Services, Sheriff, Public Works: Engineering Services, Road Maintenance, Surface Water Management, Parks and Recreation

Others: City of Mill Creek, Everett School District, The Herald, Fire District, residents within 500 feet of the site



Snohomish County Public Works

ENVIRONMENTAL CHECKLIST

Project number: RC 1635

UPI# 11-0005-1

Purpose of Checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

SUMMARY

A. BACKGROUND

1. Name of proposed project:
**Seattle Hill Road Improvements
35th Avenue SE to 132nd Street SE**
2. Name of applicant:
Snohomish County Public Works Department
3. Address and phone number of applicant and contact person:
**Snohomish County Public Works Department
3000 Rockefeller Avenue, M/S 607
Everett, WA 98201-4046**

**Contact: Mary Auld, Senior Planner
Environmental Services Section
425-388-3488 ext. 4510**
4. Date checklist prepared:
March 2013
5. Agency requesting checklist
Snohomish County Public Works

6. Proposed timing or schedule (including phasing, if applicable):

This project is scheduled to begin construction in spring/summer 2017.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Seattle Hill Road is identified in Community Transit's adopted Long Range Transit Plan as a "Transit Emphasis Corridor". This segment provides a link in a corridor envisioned to provide an east-west transit route from Cathcart to Edmonds via Cathcart Way, 132nd Street, Seattle Hill Road, 164th Street, Alderwood Mall Parkway and 196th Street. While bus service is not yet operational on the entire route, the Transit Emphasis Corridor designation facilitates long-term planning for land use, infrastructure and transit service.

Seattle Hill Road is within the City of Mill Creek planning area. The City of Mill Creek 2012 Strategic Plan includes the development of the East Gateway Urban Village (EGUV). The EGUV would be located adjacent to 132nd Street SE (SR 96) east of 39th Avenue SE and include apartments, townhomes, retail and commercial space. The EGUV Master Plan for the 54-acre site was adopted by the City of Mill Creek in 2008. A medical building is currently under construction (2013).

An access road through this development is planned to terminate in a roundabout on Seattle Hill Road near 136th Street SE. The roundabout is proposed to serve as a major entry to the East Gateway Urban Village. The location of the roundabout was chosen because it is the best balance of a number of factors including: ties with the adjacent street network, sight distance, and amount of additional right-of-way required for construction. The single-lane roundabout is planned to be about 130 feet in diameter with a circulating lane of 20 feet wide and a 10-foot wide truck apron. For more information contact the City of Mill Creek.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

**-Preliminary Drainage Report, Snohomish County Public Works
-Critical Area Study, Snohomish County Public Works, 2013**

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

An Interlocal Agreement (ILA) will be prepared with the City of Mill Creek to address funding obligations, design standards, right-of-way acquisition and other work for those portions of the project that are within the City limits. The ILA will also address the Mill Creek's proposed improvements including a possible roundabout at the intersection of 136th St SE and those portions of the project outside the City limits. The project will also be coordinated with local neighborhood and homeowner groups.

10. List any government approvals or permits that will be needed for your proposal, if known.

The following permits and approvals may be required:

Permit/Approvals:

Required from:

**Land Disturbing Activity and
Drainage Code Compliance**

Snohomish County Public Works

**Critical Area Regulations
(CAR) Compliance**

Snohomish County Public Works

**Hydraulic Project Approval
(HPA)**

**Washington State Department of Fish
and Wildlife**

**National Pollution Discharge
Elimination System (NPDES)
Construction Permit**

**Washington State Department of
Ecology**

**Section 401 Water Quality
Certification (potential)**

**Washington State Department of
Ecology**

Section 404 Permit

Army Corps of Engineers

11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site.

Seattle Hill Road consists of a two-lane roadway with shoulders, walkways, and intermittent sidewalks. The proposal is to widen Seattle Hill Road, between 35th Avenue SE and 132nd Street SE, to include a continuous center turn-lane, bike lanes, raised sidewalks and planter strips. Stormwater detention and water quality facilities will also be included. This project will upgrade the roadway to meet current standards and future needs and improve conditions for drivers, bicyclists, and pedestrians.

Roadway drainage along the corridor is provided by a mixture of open ditches and enclosed storm drain systems. Detention and water quality treatment is only provided for a small portion of Seattle Hill Road near the intersection of 148th Street SE. The proposed project will provide stormwater runoff collection and treatment in accordance with current standards.

There are existing traffic signals at 35th Avenue SE, 148th Street SE and 132nd Street SE. No new traffic signals are proposed. Posted speed for the arterial will be 35 mph.

For more information visit the project page at:

[http://www1.co.snohomish.wa.us/Departments/Public Works/Services/Roads/Projects/SeattleHillRd.htm](http://www1.co.snohomish.wa.us/Departments/Public%20Works/Services/Roads/Projects/SeattleHillRd.htm)

12. Location of proposal:

This project is in southwest Snohomish County. Seattle Hill Road will be improved between 35th Avenue SE and 132nd SE (State Route 96). Seattle Hill Road is adjacent to the City of Mill Creek boundary. The section of the road to be improved is in Township 27, Range 5, Section 4 and Township 28, Range 5, Section 33, W.M.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site: flat, rolling, hilly, steep slopes, mountainous, other.

This section of Seattle Hill Road is generally flat to rolling.

b. What is the steepest slope on the site (approximate percent slope)?

The maximum slope on Seattle Hill Road is approximately 5.18 percent. The maximum slope on the side streets is 8 percent on 47th Avenue SE. The south portion of the roadway has two dips that have grades of 8.44 percent and 8.81 percent.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

The Soil Survey of Snohomish County Area (Soil Conservation Service, 1983) classifies the soils in the vicinity of this project as Alderwood Gravelly Sandy Loam, 2 to 8 percent slopes. This moderately well drained soil is on till plains. It is moderately deep over a hardpan. The soil formed in glacial till. Typically, the surface layer is very dark grayish brown gravelly sandy loam about 7 inches thick. The upper part of the subsoil is dark yellowish brown and dark brown gravelly sandy loam about 23 inches thick. The lower part is olive brown very gravelly sandy loam about 5 inches thick. A weakly cemented hardpan is at a depth of about 35 inches. Depth to the hardpan ranges from 20 to 40 inches.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There are no surface indications or history of unstable soils in the immediate vicinity.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Approximately 19,800 cubic yards of cut and 6,700 cubic yards of fill will be required for this project. Snohomish County land disturbing activity (grading) regulations require that fill material be provided from a County approved source. Engineering certification of construction documents would assure fill is from an approved source. All structural fill would be compacted and placed in accordance with Washington State Department of Transportation (WSDOT) standards.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Minor amounts of erosion may occur during construction if appropriate erosion control practices are not utilized. Temporary Erosion and Sedimentation Control Best Management Practices (BMPs) would be used for temporary erosion and pollution control to minimize impacts from construction.

g. About what percent of the site will be covered with impervious surfaces after project construction? For example asphalt or buildings.

The amount of existing impervious surface is 453,259 square feet (10.4 acres). The amount of new impervious surface to be created as a result of this project is 64,841 square feet (1.48 acres).

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

All project activity would be subject to Best Management Practices and would comply with the provisions of all applicable permits. Best Management Practices may include, but are not limited to the following:

- **The proposed sidewalk would be constructed of pervious concrete pavement. The benefits of pervious concrete pavement include: direct recharge of groundwater to maintain aquifer levels; channel more water to tree roots and landscaping so there is less need for irrigation; reduce the amount of untreated runoff discharging into storm sewers; and eliminate hydrocarbon pollution from asphalt pavements and sealers.**
- **For road sections adjacent to wetlands, structural earth or gravity block walls would be installed to minimize fill impacts to the wetlands.**
- **Protective covering would be placed over exposed soil areas to prevent sediments and other contaminants from entering the roadside ditches, streams, and wetlands. Protective covering would be clear plastic sheeting, straw mulch, jute matting, mulch, or erosion control blanket per Department of Ecology requirements.**
- **A temporary erosion and sedimentation control plan would be prepared and implemented during construction.**
- **Erosion and sedimentation control measures would be routinely inspected, maintained and repaired. Damaged or inadequate erosion and sedimentation control measures would be corrected quickly.**
- **Any bare soil that may result from project activity would be reseeded with an appropriate erosion control seed mix immediately following construction.**

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Some dust and equipment exhaust will be emitted during construction. No long term emissions will result from this project. Construction equipment, construction-related activities, and vehicles carrying workers and equipment to and from the site would result in minor, temporary increases in emissions and dust. There would be no increase in emissions once construction is complete.

b. Are there any off site sources of emissions or odor that may affect your proposal? If so, generally describe.

No off-site sources of emission would affect the construction or operation.

c. Proposed measures to reduce or control emissions or other impacts to air, if any.

During construction, equipment emissions would not exceed state and national air quality standards. Dust control measures would be implemented to minimize airborne dust.

3. Water

a. Surface Water

Is there any surface water body on or in the immediate vicinity of the site (including year round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Critical areas in the project area include three unnamed streams. All streams are small, seasonal streams without fish. There are eight wetlands (Wetlands A through F and X and Y). Wetlands A, B, E and F are Category III; Wetland C is a Category IV; and Wetland D (Thomas Lake) is a Category I (bog) based on the Washington Department of Fish and Wildlife (WDFW) Wetland Rating Form for Western Washington.

All streams and wetlands identified above are located within 200 feet of the project area. Stream and wetland buffers in the study area are currently impacted by roads, driveways, yards, pastures and single family homes. Vegetation in undeveloped areas is dominated by salmonberry (*Rubus spectabilis*), Indian plum (*Oemleria cerasiformis*), sword fern (*Polystichum munitum*), vine maple (*Acer circinatum*), big-leaf maple (*Acer macrophyllum*), Western red cedar (*Thuja plicata*) and red alder (*Alnus rubra*).

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

There will be minor impacts to stream buffers and wetland buffers. Mitigation will be consistent with the requirements of Snohomish County and Mill Creek Municipal Code Critical Area Regulations.

Snohomish County: One stream (associated with Wetland F) and three wetlands (Wetlands B, C and F) have been identified adjacent to the existing road within Snohomish County jurisdiction. These streams and wetlands will require buffers per Snohomish County Code (SCC) 30.62A.320. A small portion (approximately 150 square feet) of one wetland (Wetland C) will be permanently impacted.

City of Mill Creek: One stream (associated with Wetland D) and three wetlands (Wetlands A, D and E) have been identified adjacent to Seattle Hill Road within the City of Mill Creek jurisdiction. These streams and wetlands will require buffers per Mill Creek Municipal Code (MCMC) 18.06.930(2). A critical area study that meets the requirements of MCMC 18.06.530 and a mitigation plan that meets the requirements of MCMC 18.06.620 is required if the proposed project impacts a critical area. Impacts to wetlands must be mitigated based on the ratios provided per MCMC 18.06.980(1).

According to MCMC 18.06.920(B) and MCMC 18.06.1020(B), impacts to wetland buffers and fish and wildlife habitat areas (streams and associated buffers) are mitigated per MCMC 18.06.610, which requires no net loss of critical area functions and values. Innovative mitigation is allowed per MCMC 18.06.640, including off-site and/or out-of-kind mitigation projects that allow linkages between natural systems and have the potential to restore ecological processes or provide unique and beneficial ecological functions.

The Cross Valley Sole Source Aquifer is mapped in the south end of the project. A short section of Seattle Hill Road is over the mapped aquifer. A Critical Aquifer Recharge Area Checklist has been completed and submitted to the Environmental Protection Agency (EPA). EPA determined that the project will not have a significant impact on the aquifer.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Approximately .003 acres of wetland fill will be required in Wetland C. Snohomish County land disturbing activity (grading) regulations require that fill material be provided from a County approved source.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No.

b. Groundwater

1) Will ground water be withdrawn, or will water be discharged to groundwater? If so, describe the type of waste and anticipated volume of discharge.

No.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing the following chemicals; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

None.

c. Water Runoff (including storm water)

1) Describe the source of runoff (including stormwater) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Currently roadway drainage along the corridor is provided by a mixture of open ditches and enclosed storm drain systems. The majority of the surface water runoff from the existing road is untreated. Detention and water quality treatment is only provided for a small portion of Seattle Hill Road near the intersection of 148th Street SE.

A total of eight Threshold Discharge Areas (TDAs) have been identified in the project area. It has been determined that three TDAs will be required to satisfy both water quality treatment and flow control requirements. One TDA will be required to satisfy just water quality treatment requirements. The remaining TDAs are under the thresholds and therefore exempt from water quality treatment and flow control requirements. In one TDA plastic detention chambers will be used to provide water quality treatment and flow control. Low impact development stormwater features such as bioretention cells, porous concrete sidewalks, widened planter areas and bio-retention box filters (i.e. Filterra units) will be incorporated into the project.

The flow control and water quality treatment BMPs listed above will be designed in accordance with the WSDOT 2011 Hydraulic Runoff Manual (HRM) and sized using the continuous hydrologic simulation program "MGSFlood". (Note: MGSFlood is a general, continuous, rainfall-runoff computer model developed for the Washington State Department of Transportation specifically for stormwater facility design in Western Washington.)

The proposed road improvements add less than 50 percent additional impervious surface to the existing impervious surface areas within the project limits. Therefore, only the new impervious surfaces and new pollution generating impervious surfaces will be subject to flow control and water quality treatment requirements.

Preliminary geotechnical investigations indicate that infiltration BMPs will be limited by lower permeability soils within a majority of the project area. Specific infiltration data for the preferred stormwater sites will be gathered to determine what infiltration rates are feasible. Adjustments to the proposed stormwater BMPs will be made accordingly.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

The proposed project will provide enhanced, water quality treatment through the use of Filterra units and bioretention swales. The sidewalk is proposed to be constructed with porous concrete and will be a non-pollution generating surface. No changes will be made to the existing drainage patterns.

- d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

A Stormwater Pollution Prevention Plan (SWPPP) will be implemented during construction to control stormwater runoff. All project activity would be subject to Best Management Practices (BMPs) and would comply with the provisions of all applicable permits. BMPs would include:

Protective covering would be placed over exposed soil areas to prevent sediments and other contaminants from entering the road side ditches, streams, and wetlands. Protective covering would be clear plastic sheeting, straw mulch, jute matting, or erosion control blanket per Department of Ecology requirements.

A temporary erosion and sedimentation control plan would be implemented during construction as well as a Spill Prevention, Control, and Countermeasure (SPCC) Plan.

Erosion and sedimentation control measures would be routinely inspected, maintained and repaired. Damaged or inadequate erosion and sedimentation control measures would be corrected quickly.

Any bare soil that may result from project activity would be reseeded with an appropriate erosion control seed mix immediately following construction.

4. Plants

- a. Check types of vegetation found on the site:

☒ **Deciduous trees:** Big leaf maple (*Acer macrophyllum*); Black cottonwood (*Populus balsamifera ssp. trichocarpa*); Sitka willow (*Salix sitchensis*); Red Alder (*Alnus rubra*);

☒ **Evergreen trees:** Douglas Fir (*Pseudotsuga menziesii*); Western Red Cedar (*Thuja plicata*); and a variety of non-native street trees

☒ **Shrubs and ground covers:** A variety of ornamental shrubs and groundcovers is found throughout the corridor. Vegetation in undeveloped areas is dominated by salmonberry (*Rubus spectabilis*), Indian plum (*Oemleria cerasiformis*), sword fern (*Polystichum munitum*), vine maple (*Acer circinatum*), big-leaf maple (*Acer macrophyllum*), Western red cedar (*Thuja plicata*) and red alder (*Alnus rubra*).

- ☒ **Grasses:** lawns are adjacent to the road
- ☐ **Pasture**
- ☒ **Wet soil plants:** Salix willow (*Salix sitchensis*), Common rush (*Juncus effusus*), red twig dogwood (*Cornus stolonifera*).
- ☐ **Water plants**
- ☒ **Other types of vegetation:** A variety of ornamental trees and shrubs and non-native vegetation is found throughout the project area.

b. What kind and amount of vegetation will be removed or altered?

Some trees, shrubs and grasses will be removed from the right-of-way to widen the road.

c. List threatened or endangered plant species known to be on or near the site.

No threatened or endangered plants are known to be on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation the site, if any:

Native plants will be planted as part of the wetland mitigation plan.

5. Animals

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

Birds: A variety of birds including black capped chickadees, Steller's jays, robins, starlings, black headed grosbeaks, bushtits, downy woodpeckers, pileated woodpeckers, great blue herons, sharp-shinned hawks, owls, crow, rufous hummingbirds, waterfowl and other birds may be found in the area.

Mammals: A variety of small rodents and mammals including opossums, raccoons, mice, rats, bats, squirrels, shrews, and other animals are found in the project area. Larger animals may pass through the area.

Fish: None of the streams in the immediate project area contain fish.

Other: Garter snake, amphibians, and other wildlife typical of low density urban areas may be found in the project area

b. List any threatened or endangered wildlife species known to be on or near the site.

None known.

c. Is the site part of a migration route? If so, explain.

The site is within the Pacific Flyway used by migratory birds.

d. Proposed measures to preserve or enhance wildlife, if any:

There will be minimal impact to wetlands and streams. An off-site mitigation area has been identified which will be planted with native plants as mitigation for temporary and permanent impacts.

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

None.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

None proposed.

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

No.

1) Describe special emergency services that might be required.

None.

2) Proposed measures to reduce or control environmental health hazards, if any:

None proposed.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, aircraft, other)?

None.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

During construction (short term) there will be increased noise levels generated by heavy equipment. These noise levels are likely to exceed existing background noise levels. Construction generally occurs between 7:00 a.m. and 5:00 p.m., Monday through Friday. The completed project would not contribute to increased noise levels.

- 3) Proposed measures to reduce or control noise impacts, if any:

Construction would normally be limited to hours established by Snohomish County permit conditions. Equipment used would meet Occupational Safety and Health Administration (OSHA) and applicable noise standards.

8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties?

The project area is road right-of-way. The adjacent properties are primarily rural residential. There are several commercial areas where Seattle Hill Road intersects with 35th Avenue SE, 132nd Street SE and at 148th Street SE.

- b. Has the site been used for agriculture? If so, describe.

No.

- c. Describe any structures on the site.

The project area includes Seattle Hill Road and intermittent sidewalks and paved shoulders.

- d. Will any structures be demolished? If so, what?

One parcel may be purchased for right-of-way due to the close proximity of the road after widening. This parcel currently has a single family residence. This residence would be removed if the parcel is converted to road right-of-way.

- e. What is the current zoning classification of the site?

The west side of Seattle Hill Road is within the City of Mill Creek. The current zoning on this portion of the project area is Low Density Residential (LDR), Planned Urban Village (PUV) and Planned Community Business (PCB). The eastern side of Seattle Hill Road is within Snohomish County. The zoning for this area is Neighborhood Business (NB), Planned Residential Development 9600 and 7,200, Planned Community Business (PCB) and Mobile Home Park (MHP).

- f. What is the current comprehensive plan designation of the site?

The current comprehensive plan designations on the Snohomish County side of Seattle Hill Road (east side) are: Urban Commercial, Urban Low Density Residential and Urban Village.

On the City of Mill Creek side of the road (west side) the comprehensive plan designations are: Town/Village Center, Low Density Residential, and Open Space (Private).

There are a number of proposed developments within the planned project limits. Two are on the west side of Seattle Hill Road within the Mill Creek city limits. The Petersen development is adjacent to 148th Street SE. The preliminary civil plans show a new road alignment through the development from 146th Street SE to

Seattle Hill Road. The Apple Tree West development is proposed across from 144th Street SE.

Just northwest of 136th Street SE, the East Gateway Urban Village is proposed by the City of Mill Creek. The City is also proposing the construction of a roundabout at the intersection of 136th St SE to access the East Gateway Urban Village. The City of Mill Creek and Snohomish County will continue to coordinate as this development moves forward.

Three more developments are in the corridor. The Mayfield development (12-104232-SD) is adjacent to 141st St SE in the County. The Jolly Seattle Hill Short Plat (06-125567-000-00-SP) is in construction plan review stage. The Liberty Place development (06-103232-000-00-SD) is currently on hold. Coordination with the Department of Planning and Development Services regarding these and future developments will be ongoing.

g. If applicable, what is the current shoreline master program designation of the site?

N/A

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

There are three small streams and several wetlands in the project area.

i. Approximately how many people would reside or work in the completed project?

N/A

j. Approximately how many people would the completed project displace?

There is one potential residential relocation due to the close proximity of the road after it is widened.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Acquisition of private property will be required for this project. A complete and detailed set of relocation and right-of-way plans will be developed. Chapter 8.25 and 8.26 of the Revised Code of Washington (RCW) governs right-of-way acquisition proceedings. These laws ensure fair and equitable treatment of those displaced. In addition, the State of Washington Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended, provides payment for reasonable and necessary costs to relocate persons displaced by this project.

The state law protects both tenants and landowners. The law requires provision of advisory services on available housing. It insures prompt and fair relocation payments and requires agency review of aggrieved parties. Generally it provides for relocation assistance payment for necessary moving expenses. In addition, all acquisitions would conform to Civil Rights Act Title VI Legislation and federal Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended (42 U.S.C.)

1. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Acquisition of needed right-of-way will be in accordance with applicable federal, state, and county regulations. Widening Seattle Hill Road to current standards is compatible with current and future land uses in the area.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle or low-income housing.

N/A

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

One residential relocation may be required for this project. Right of way negotiations have not yet begun, but according to US Census data the residents in this area are primarily middle to high income.

- c. Proposed measures to reduce or control housing impacts, if any:

A complete and detailed right-of-way plan will be developed in accordance with applicable federal, state, and county regulations. Chapter 8.25 and 8.26 of the Revised Code of Washington governs right-of-way acquisition proceedings. These laws ensure fair and equitable treatment of those displaced. Also see 8(k) above.

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

N/A

- b. What view in the immediate vicinity would be altered or obstructed?

Currently the roadway is two lanes with intermittent sidewalks. Following construction, the road will be widened to include continuous sidewalks and a center turn lane. Planter strips will be added where feasible.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

None proposed.

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

None.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

No.

c. What existing off-site sources of light or glare may affect your proposal?

None are known.

d. Proposed measures to reduce or control light and glare impacts, if any:

None proposed.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

There are no designated parks in the project vicinity.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

The project will provide continuous raised sidewalks on both sides of the road, improving access for pedestrians.

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to this site? If so, generally describe.

This site was screened by Public Works for proximity to known archaeological and cultural sites. There are no known recorded sites located where potential ground disturbing activities are anticipated.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

None known.

c. Proposed measure to reduce or control impacts, if any:

Although no known archaeological sites are in close proximity to the project, there is still a possibility that cultural resources could be present. If, during construction, cultural resources are found, a systematic collection of artifacts will be made before proceeding with the work and the Department of Archaeology and Historic Preservation will be contacted. If artifacts are uncovered within the project area, work in that area will be stopped and a professional archaeologist will be brought in to examine them.

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The proposed project will widen Seattle Hill Road between 35th Avenue SE and 132nd Street SE (SR 96).

b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Community Transit currently operates bus service (Route #116) along Seattle Hill Road from 35th Ave SE to 148th St SE; with a stop within the project limits at the southeast corner of Seattle Hill Road and 148th Street SE. All changes or modifications to the roadway will be coordinated with Community Transit and approved by the County's Traffic Operations.

c. How many parking spaces would the completed project have? How many would the project eliminate?

None.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

The proposal is to widen the existing Seattle Hill Road to include a continuous center turn lane, raised sidewalks, planter strips and improved drainage.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

The project will not generate new trips. No new through-lanes are proposed.

g. Proposed measures to reduce or control transportation impacts, if any:

None proposed.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

N/A

b. Proposed measures to reduce or control direct impacts on public services, if any.

None proposed.

Utilities

a. Utilities currently available at the site:

Existing utilities currently identified along this corridor are: Puget Sound Energy (gas and power), Frontier Communications, Snohomish County PUD (power),

Comcast (cable), Silver Lake Water and Sewer District, and Olympic Pipeline Company (gas transmission lines crossing Seattle Hill Road).

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.


Snohomish County will coordinate with all utility companies in the corridor.

Detailed information would be requested from each utility as the design is finalized.

The design would be coordinated to minimize construction related service disruptions and utility relocations. Utilities will be relocated as required by the road design.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

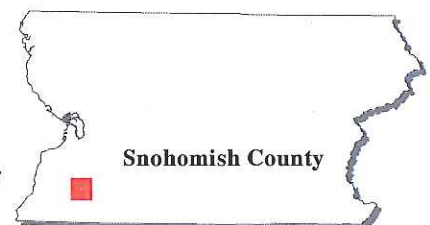
Signature:  _____
Mary Auld, Senior Planner

Date Submitted: March 28, 2013



Key to Features:

- | | |
|-------------------------|----------------------------|
| Project Location | Local Roads |
| Arterial Roads | Stream (Fish Bearing) |
| County Boundary | Stream (Non Fish Bearing) |
| Cities | County Bridges |
| NWI / PDS Wetlands | Urban Growth Area Boundary |
| Steep Slopes | FEMA Floodplain |
| Shorelines of the State | Landslides |



Seattle Hill Rd: 35th Ave SE to 132nd St SE

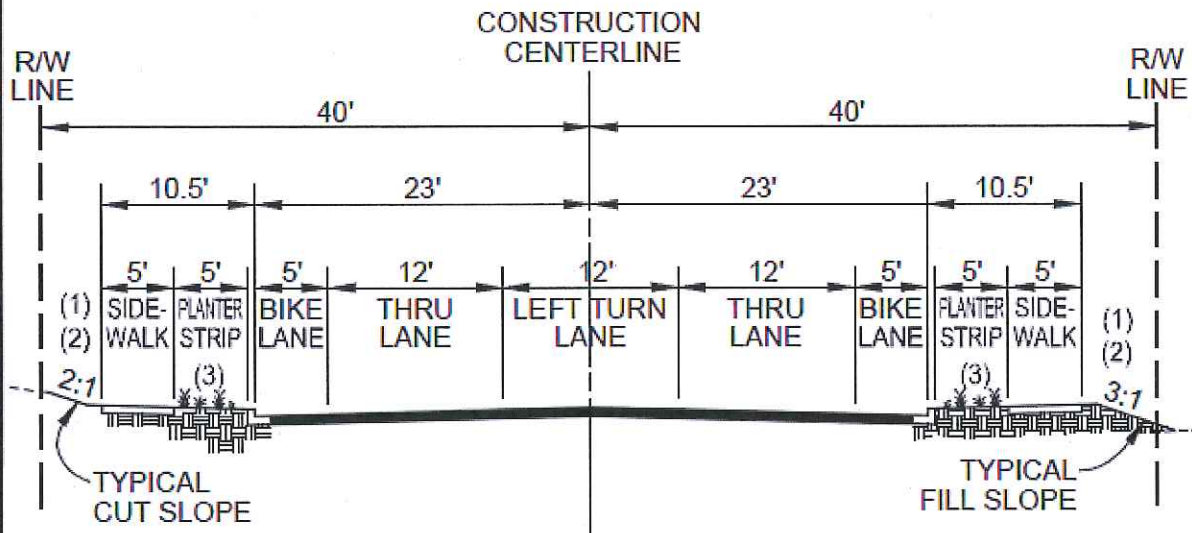
January 13, 2011

PROJECT VICINITY

RC1635

SEATTLE HILL RD. (35TH AVE SE TO 132ND ST SE)

RC1635 UPI#11-0005-1



- (1) MINOR SLOPE CONSTRUCTION BEYOND R/W WILL BE DONE WITH CONSTRUCTION PERMITS.
- (2) RETAINING WALLS MAY BE REQUIRED WHERE WIDENING RESULTS IN SIGNIFICANT CHANGE IN GRADE.
- (3) PLANTER STRIP WHERE CONDITIONS ALLOW.

TYPICAL ROADWAY SECTION

APPENDIX A

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